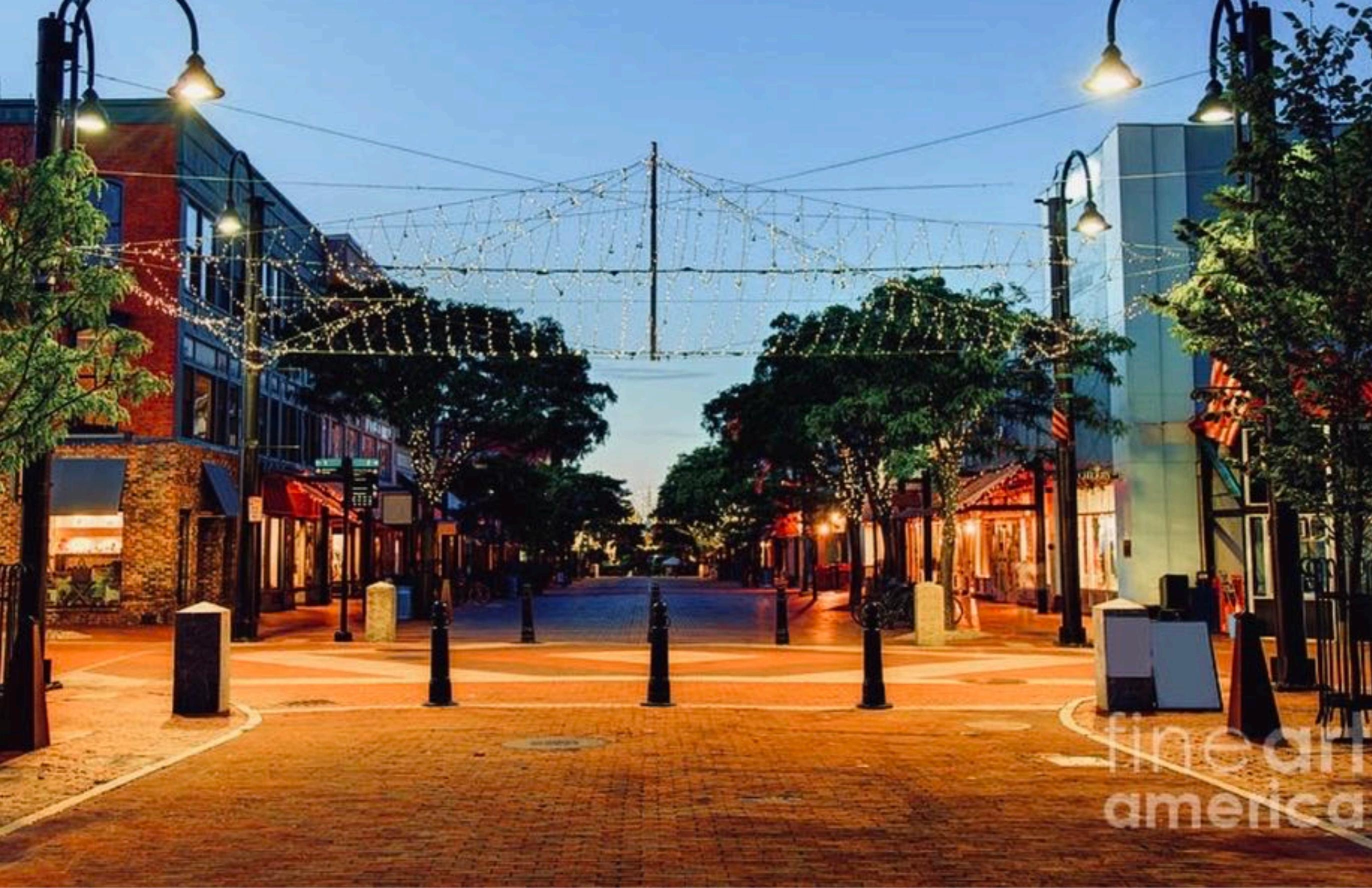


There are 3 basic intersections for pedestrians. Signals generate a 20% higher rate of pedestrian injuries than either an all-way-stop or roundabout intersection. By definition any other intersection than all-way-stop, roundabout or shared space in a neighborhood of BIPOC and low-income is by default racially biased. Because people with black and brown lack access to vehicles in larger proportions and likely subject to higher levels of traffic they die as pedestrians at a 50% higher rate (Hispanic) to 90% higher rate (Black) and more than 200% greater rate (Native American)—a clear context of systemic transportation racism.

- All Way Stop
- Shared Space
- Roundabout



All Way Stop — College/St. Paul Burlington



Shared Space Intersection

- Marketplace Cherry/
Church Street**

Kingston, NY

Traffic Circle reconstructed to Roundabout

**Smaller diameter
(Typically 120 – 250 feet)**



BTV's Shelburne Rotary Roundabout ~130 Feet – Winooski Traffic Circle 200x500 Feet



Function Junction - Manchester Center



**Slide above and two below, Keck Circle,
first roundabout in northeast, 1995—note
pedestrian crossing typical with median
refuge so pedestrian deals with traffic in
one direction at a time**







**Slide above shows students
entering bus in the morning at
Pine/Maple Street in King Maple
Neighborhood**



Roundabout Design with Separate Ped and Bike Lane Accommodations



**This design of a mini-roundabout done by
the engineer who designed the first two
roundabouts in Vermont—Michael J.
Wallwork—from 2014 report of Pine Street
Workshop sponsored by AARP Vermont**